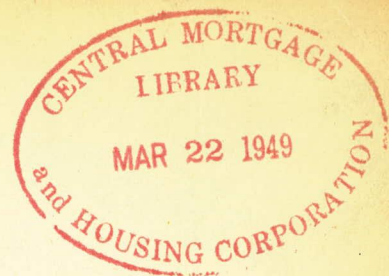


Ca4
ON
STRE40
48026



**THE OFFICIAL PLAN
OF
THE CITY OF STRATFORD**

**PREPARED BY
THE PLANNING BOARD
FOR
THE STRATFORD AND SUBURBAN PLANNING AREA**

***E. G. Faludi, Planning Consultant
Town Planning Consultants Ltd.***

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ca4
ON
STRE40
48026

PLANNING AND DEVELOPMENT

OFFICE OF THE MINISTER

The accompanying Text and the attached Map are hereby approved as The Official Plan of the City of Stratford pursuant to The Planning Act, 1946 and amendments thereto.

DATED at Toronto this third day of June 1948.

Minister of Planning and Development.

L. R. GRAHAM
CITY CLERK



STRATFORD, ONTARIO

RESOLUTION

The Council of the Corporation of the City of Stratford enacts as follows:

WHEREAS the Planning Board for the Stratford and Suburban Planning Area, duly constituted under the Planning Act, 1946 as amended, has prepared and recommended a 30-year Plan of Development for the Planning Area defined and named by the Minister as detailed on Map "A".

BE IT RESOLVED and it is resolved that in conformity with all the regulations of the Planning Act, the above-mentioned Plan as amended and as illustrated on Maps "A", "B", "C", "D", "E", "F", be adopted as the "Official Plan" of the Stratford and Suburban Planning Area, it being understood that the said adoption shall not be construed as committing any of the several municipalities concerned to proceed with the Plan or any particular part thereof without a specific By-Law of the Council of the municipality concerned.

Enacted and passed the 16th day of February 1947.

City Clerk.

Note: The Plan as approved by the Council of the City of Stratford, has been modified by the Minister of Planning and Development, to delete from the Sections covering "Purpose", "Policy" and "Program of Development", references to work outside the City of Stratford, and so has become "The Official Plan of the City of Stratford" rather than "The Official Plan of the Stratford and Suburban Planning Area".

THE OFFICIAL PLAN OF

THE CITY OF STRATFORD

SECTION 1 - PURPOSE

- 1.1 The purpose of this Official Plan is:
- 1.2 To provide a program of development for a thirty year period for that part of the Planning Area included in the City of Stratford.
- 1.3 To secure the health, safety, convenience, and general welfare of its citizens.
- 1.4 To promote the best use of land.
- 1.5 To provide adequate open spaces for light and air.
- 1.6 To facilitate the provision of adequate transportation, water, sewerage, schools, parks and other public requirements.
- 1.7 To prevent undue concentration of population.
- 1.3 To prevent undue congestion on streets and the resulting traffic hazards.

SECTION 2 - POLICY

- 2.1 The preparation of the Program of Development has been based on the following Policy:
- 2.2 To plan for an anticipated increase of 7000 in the present population of the City of Stratford during the 30 year period, or an estimated total population of 25,000 in 1975, such increase to be accommodated within the present boundaries of the City.
- 2.3 To limit the maximum density of population on land designated for future residential developments outside the present developed area of the City to five houses per acre or an average of twenty persons per acre.
- 2.4 To encourage in a first stage the development of land not built upon which lies within those areas of the City which are serviced with sewers and water at the present time.
- 2.5 To protect the areas of the City not now covered by registered subdivision plans by using the provision in the Planning Act 1946 for an Urban Development Area.
- 2.6 To protect the land within the City limits from undesirable developments and to guide land use and stabilize property values by using the provisions for Land Use Regulation contained in the Ontario Municipal Act.
- 2.7 To encourage the development of new residential areas on the integrated neighbourhood pattern.
- 2.8 To protect residential areas from undesirable developments or intrusions.
- 2.9 To encourage industrial development, particularly in the south and south-eastern section of the City where railroad services exist at the present time.
- 2.10 To discourage in those areas designated for industrial uses any development other than industrial.
- 2.11 To discourage the scattering of general business and retail trade along major traffic routes.
- 2.12 To protect the ultimate developed area of the City from fringe developments.
- 2.13 To encourage the acquisition and/or reservation of land for public uses with special reference to such uses as parks, recreation, parking, schools, hospital.

- 2.14 To encourage the provision of green open spaces and recreational areas within the City on the basis of a minimum of 10 acres per 1000 persons.
- 2.15 To encourage the provision of alternative traffic routes so that inter-city trucking and other through traffic can avoid the traffic congestion of the central business area and so ease the traffic problem here.
- 2.16 To encourage the provision of off-street parking facilities by Industrial or Business enterprises to serve the requirements of their customers and employees.
- 2.17 To encourage the provision of adequate public buildings including hospital, schools, auditorium, civic administration offices, etc.
- 2.18 To encourage the provision of needed housing accommodation, both rental and for home ownership.
- 2.19 To encourage the provision of public works such as sewers, pavements and sidewalks, and of public utilities such as water, electric power and street lighting, for newly developed areas or areas planned for early development, and for the improvement or extension of these amenities as needed, in presently developed areas.
- 2.20 To encourage a continuing study of the problems of sewage treatment and disposal in an effort to improve as far as is practical the condition of the lower Avon River below the City and to eliminate any nuisance to residents of the city from the disposal methods.

SECTION 3 - PROGRAM OF DEVELOPMENT

- 3.1 In order to achieve the Purposes outlined in Section 1 and in accordance with the Policies expressed in Section 2 the following Program of Development is established.

3.2 LAND UTILIZATION

3.2.1 Designation of Land

For the purpose of securing a balanced development of the City, and for the encouragement of the most desirable type and location of residential, commercial, industrial and recreational developments, the 2835 acres of land within the City limits shall be designated for the uses as shown on Maps "B" and "D" totalling approximately as noted below:

(a) Residential

- (i) Within the present developed area 600 acres
- (ii) Outside the present developed area 365 acres

Total 965 acres

(b) Commercial

- (i) Within the present developed area 30,800 feet frontage
- (ii) Outside the present developed area 2,100 feet frontage

Total 32,900 feet frontage

(c) Industrial

- (i) Within the present developed area 349 acres
- (ii) Outside the present developed area 404 acres

Total 753 acres

(d) Park

- (i) Within the present developed area 115 acres
- (ii) Outside the present developed area 30 acres

Total 145 acres

(e) Greenbelt

- (i) Within the present developed area 58 acres
- (ii) Outside the present developed area 816 acres

Total 874 acres

3.2.2 Urban Development Area

Approximately 660 acres of land (see Map "C") not now covered by registered subdivision plans shall be designated an Urban Development Area under the provisions of the Planning Act 1946 so that the City can be assured that as developed these lands will be satisfactorily integrated into the pattern of streets and services existing and planned.

3.2.3 Regulation of Land Use

The Designation of Land outlined in 3.2.1 shall be regulated by means of a Zoning By-Law which shall designate Residential, Commercial, Industrial, Park and Greenbelt areas generally as outlined on Map "D" and shall define the permissible uses for each such area. This Zoning By-Law shall be finally adopted only after public hearings and approval by the Ontario Municipal Board.

3.2.4 Acquisition of Land

- (a) Park Land For the purpose of providing a continuous system of parks within the boundaries of the City, land on the north and south sides of the Avon River and Lake Victoria as detailed on Map "B" shall be acquired and added to the Park System.
- (b) Industrial Land For the purpose of encouraging Industrial development and to facilitate the creation of homogeneous industrial areas, land may be acquired and/or reserved in any area zoned for Industrial use. Such land may be obtained either by purchase or by exchange for other City-owned properties and upon consolidation the land may be sold or leased for industrial purposes.
- (c) Public Parking For the purpose of providing off-street public parking facilities land shall be acquired and/or reserved adjacent to the business centre of the City. Such land may be obtained either by purchase or by exchange for other City-owned properties and at any time that it should be no longer required for the purpose for which it was acquired may be sold or leased for any purpose.
- (d) Residential Land For the Purpose of encouraging housing developments planned on the integrated neighborhood pattern land may be acquired and/or reserved in any areas designated for residential development outside the present developed area (see Map "B"). Such land may be obtained either by purchase or by exchange for other City-owned properties and upon consolidation the land may be sold or leased.

3.2.5 Reservation of Land

The City-owned land in the block bounded by George Street, St. Patrick Street and Downie Street (see Map "B") shall be reserved as a location for an Inter-City Bus Terminal, either publicly or privately owned and/or for a public parking space.

3.3 MAJOR STREET PLAN

Designate the following streets and street extensions as shown on Map "E" as a Major Street Plan as follows:

3.3.1 Inter-City By-Pass Highway

For the purpose of diverting through inter-city traffic from the Central business area, Highway No. 7 shall be diverted from Ontario Street along Romeo Street, Norfolk Street, Whitelock Street (as extended), Lorne Avenue to Erie Street.

3.3.2 Major Thoroughfares

- (a) An Industrial By-Pass Route from Romeo Street along Douro Street, Nile Street, Inverness Street (as extended), West Gore Street, Railway Avenue (as extended) to Erie Street.
- (b) Huron Street from Ontario Street to City Limits.
- (c) Ontario Street from Huron Street to City Limits.
- (d) Erie Street from Ontario Street to City Limits.
- (e) Downie Street from Ontario Street to City Limits.

3.3.3 Secondary Streets

To complete belt routes around the central business section the following streets are designated as Secondary Streets:

- (a) West Gore Street from Railway Avenue to John Street.
- (b) John Street from West Gore Street to Britannia Street.
- (c) Britannia Street from John Street to Mornington Street.
- (d) Mornington Street from Huron Street to City Limits.
- (e) Waterloo Street from Mornington Street to Douro Street.
- (f) Douro Street from Waterloo Street to Nile Street.
- (g) George Street from Waterloo Street to St. Patrick Street.
- (h) St. Patrick Street from George Street to Erie Street.

3.4 STREET IMPROVEMENTS, EXTENSIONS, DEVELOPMENTS

3.4.1 Inter-City By-Pass Highway

The existing streets on this route as detailed in 3.3.1 shall be widened to 100' and the extensions (see Map "F") shall be designated to this width. Pavement width and other details shall be designed to conform to the requirements of the Provincial Department of Highways so that the By-Pass when completed will be designated by the Highways Department as the Provincial Highway.

3.4.2 The Industrial By-Pass Route

This Route outlined in 3.3.2 shall include street extensions, widenings or other improvements (see Map "F") to develop this route to safely and satisfactorily carry the trucking traffic originating in, or destined for the industrial areas, to or from the Provincial Highways, without passing through the business centre of the City.

3.4.3 Secondary Streets - Belt Routes

These Routes as outlined in 3.3.3 shall be improved as required to safely and satisfactorily carry the traffic required to service the adjacent residential areas.

3.4.4 Street Extensions

Street extensions shall be provided as follows (see Map "F"):

- (a) Railway Avenue from bend, westerly parallel to C.N.R. London tracks to Erie Street (see item 3.3.2 (a)).
- (b) Inverness Street easterly from Downie Street to Nile Street at Guelph Street (see item 3.3.2 (a)).
- (c) Whitelock Street easterly to Norfolk Street and westerly to Lorne Avenue (see item 3.3.1).
- (d) Nile Street northerly from Cobourg Street to River Drive - to provide access to the Arena Public Parking space, (see item 3.5.3.).

3.4.5 Pavement Widening - Highway Entrances

The present pavements on the following Highway Entrances to the City shall be widened from the point indicated to the City limits (see Map "F")

- (a) Ontario Street from Queen Street.
- (b) Huron Street from John Street.
- (c) Erie Street from West Gore Street.

3.4.6 Pavement Widening - Other Streets

The present pavements on the following streets shall be widened to facilitate the flow of traffic and to provide additional on-street parking space. (see Map "F")

- (a) Albert Street between Downie and Nile Streets.
- (b) Brunswick Street between Downie and Nile Streets.
- (c) George Street between St. Patrick and Waterloo Streets.
- (d) St. Patrick Street between Birmingham and Downie Streets.
- (e) Wellington Street between St. David and Downie Streets.
- (f) Cobourg Street between Erie and Nile Streets.
- (g) Erie Street between Ontario Street and St. David Street.

3.4.7 Elimination of Jogs at Intersections

For the purpose of eliminating traffic hazards existing jogs in the following streets shall be eliminated: (see Map "F")

- (a) Huron Street at John Street.
- (b) Erie Street at West Gore Street.
- (c) Ontario Street at Front Street.

3.4.8 Grade Separations

The following grade separations shall be provided (underpasses) in collaboration with the Canadian National Railways: (see Map "F")

- (a) Romeo Street at C.N.R. Toronto line in connection with Inter-City By-Pass Route - (see item 3.3.1)
- (b) Nile Street in connection with Industrial By-Pass Route - (see item 3.3.2 (a))
- (c) West Gore Street in connection with Secondary Streets - Belt Route - (see item 3.3.3 (a))
- (d) Erie Street on main highway entrance.

3.4.9 Revision of Street Pattern

In those areas shown on Map "B" outside the present developed area and designated for residential development, the existing street patterns as provided in the registered subdivision plans, (whether such street pattern is not actually in existence or only partially in existence at the present time) shall be studied and revised where a revision will facilitate the development of the land, or will integrate the new development more satisfactorily with the other city streets and services.

3.5 PARKING

3.5.1 To provide off-street free parking facilities especially for persons working in the downtown area or persons spending several hours there, suitably located land shall be acquired immediately adjacent to the central business district and developed for this purpose. Five or six sites providing space for fifty to one hundred cars each are needed to really solve the problem. The street widenings outlined in 3.4.6 will also be a help in the solution of this problem.

3.5.2 To ensure that parking in front of the main business frontage is available for shoppers spending from a few minutes to a half hour at any one place, and generally willing to pay a reasonable fee for an assurance of parking space when and where they want it, parking meters shall be installed on a number of downtown streets. As the meters prove successful they should be extended to include the frontage on Ontario Street, Wellington Street, Market Street and Downie Street except on the east side of Downie Street between Ontario Street and Albert Street where parking should be prohibited to eliminate congestion and in the interests of safety. The revenue from parking meters, after paying for the meters, will go a long way towards paying for land acquisition and street widening to provide free parking close to the business districts for longer period parking.

3.5.3 City-owned property lying between the Casino and the Arena shall be developed as a public parking area with access from Nile Street extended (see item 3.4.4 (d)) and from the River drive to solve the special parking problem in connection with these two buildings.

3.6 PUBLIC BUILDINGS

For the purpose of providing adequate civic and social facilities for the present and future population of the City the following public buildings shall be erected or altered on land already owned by the City:

3.6.1 Hospital

A new General Hospital shall be provided permitting the present facilities to be converted for chronic and isolation cases.

3.6.2 Vocational School and Auditorium

An addition to the present Collegiate Institute, shall be provided, to supply additional facilities including vocational training, and an auditorium adequate for the use of the whole school and for civic use as a cultural centre.

3.6.3 City Hall

Re-arrangements shall be made in the City Hall to provide adequate Public Rest-Rooms on the Ground Floor, Space for the Police Department on the First Floor in the area now used by the Auditorium and additional office space on the Second Floor in the area now used by the Auditorium.

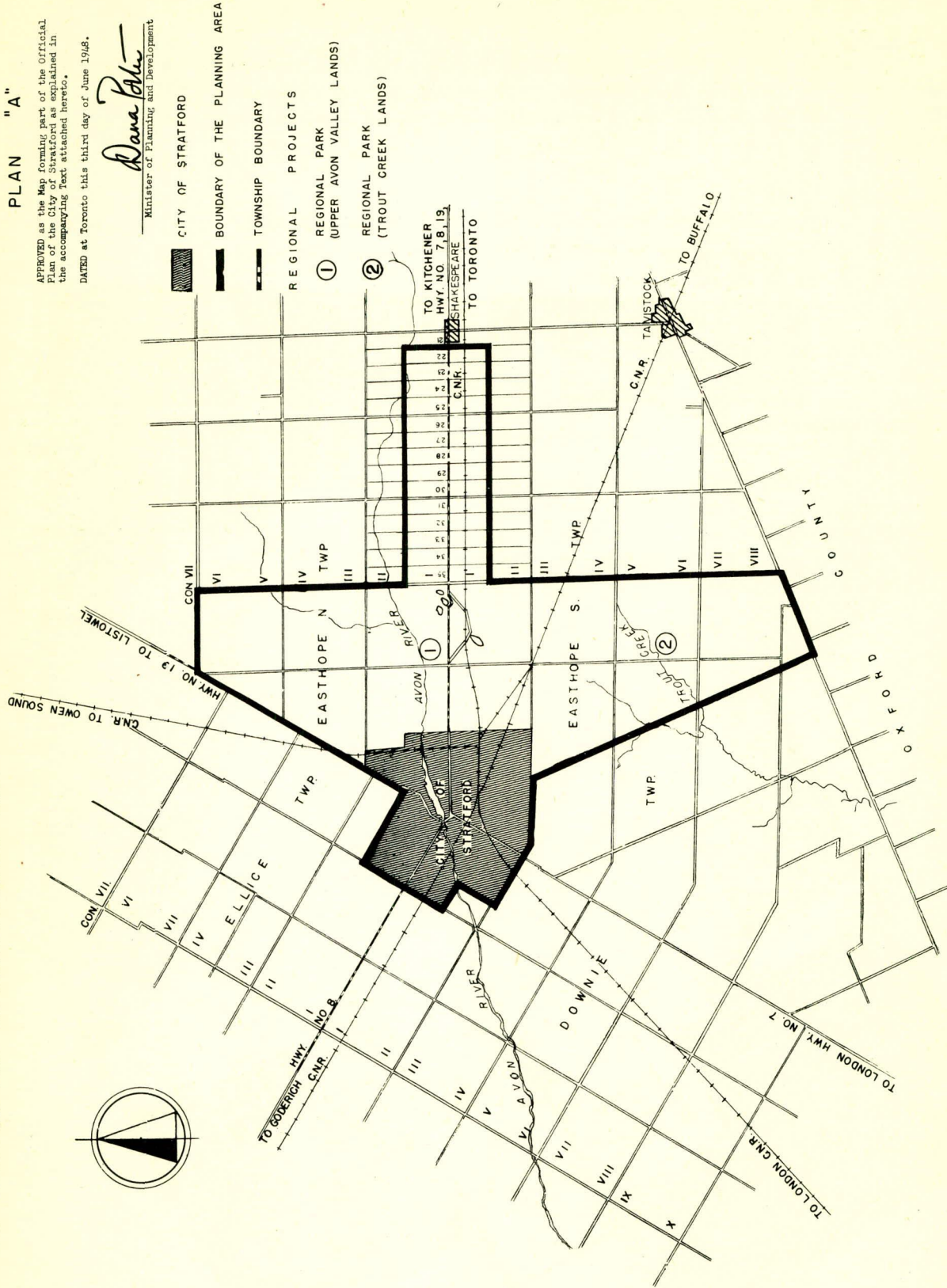
THE PLANNING BOARD FOR THE STRATFORD AND SUBURBAN PLANNING AREA

OFFICIAL PLAN SERIES PLAN "A"

APPROVED as the Map forming part of the Official Plan of the City of Stratford as explained in the accompanying Text attached hereto.

DATED at Toronto this third day of June 1948.

Dana Folie
Minister of Planning and Development



THE PLANNING AREA

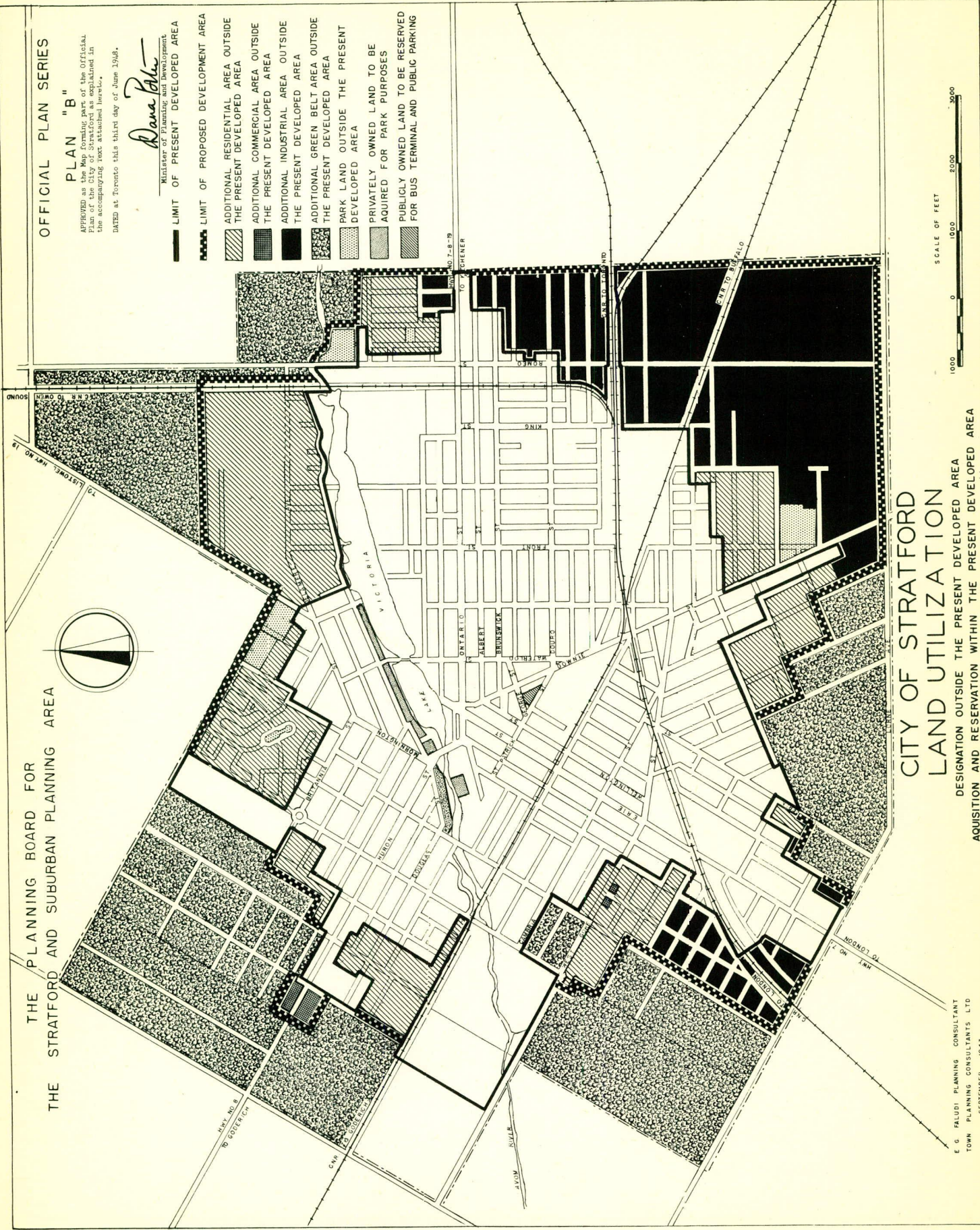
THE PLANNING BOARD FOR THE STRATFORD AND SUBURBAN PLANNING AREA

OFFICIAL PLAN SERIES PLAN "B"

APPROVED as the Map forming part of the Official Plan of the City of Stratford as explained in the accompanying text attached hereto,
DATED at Toronto this third day of June 1948.

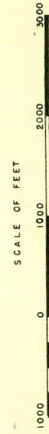
Dana Paton
Minister of Planning and Development

- LIMIT OF PRESENT DEVELOPED AREA
- LIMIT OF PROPOSED DEVELOPMENT AREA
- ADDITIONAL RESIDENTIAL AREA OUTSIDE THE PRESENT DEVELOPED AREA
- ADDITIONAL COMMERCIAL AREA OUTSIDE THE PRESENT DEVELOPED AREA
- ADDITIONAL INDUSTRIAL AREA OUTSIDE THE PRESENT DEVELOPED AREA
- ADDITIONAL GREEN BELT AREA OUTSIDE THE PRESENT DEVELOPED AREA
- PARK LAND OUTSIDE THE PRESENT DEVELOPED AREA
- PRIVATELY OWNED LAND TO BE ACQUIRED FOR PARK PURPOSES
- PUBLICLY OWNED LAND TO BE RESERVED FOR BUS TERMINAL AND PUBLIC PARKING



CITY OF STRATFORD LAND UTILIZATION

DESIGNATION OUTSIDE THE PRESENT DEVELOPED AREA
ACQUISITION AND RESERVATION WITHIN THE PRESENT DEVELOPED AREA



E. G. FALUDI PLANNING CONSULTANT
TOWN PLANNING CONSULTANTS LTD.
SEPTEMBER 1947



THE PLANNING BOARD FOR
THE STRATFORD AND SUBURBAN PLANNING AREA

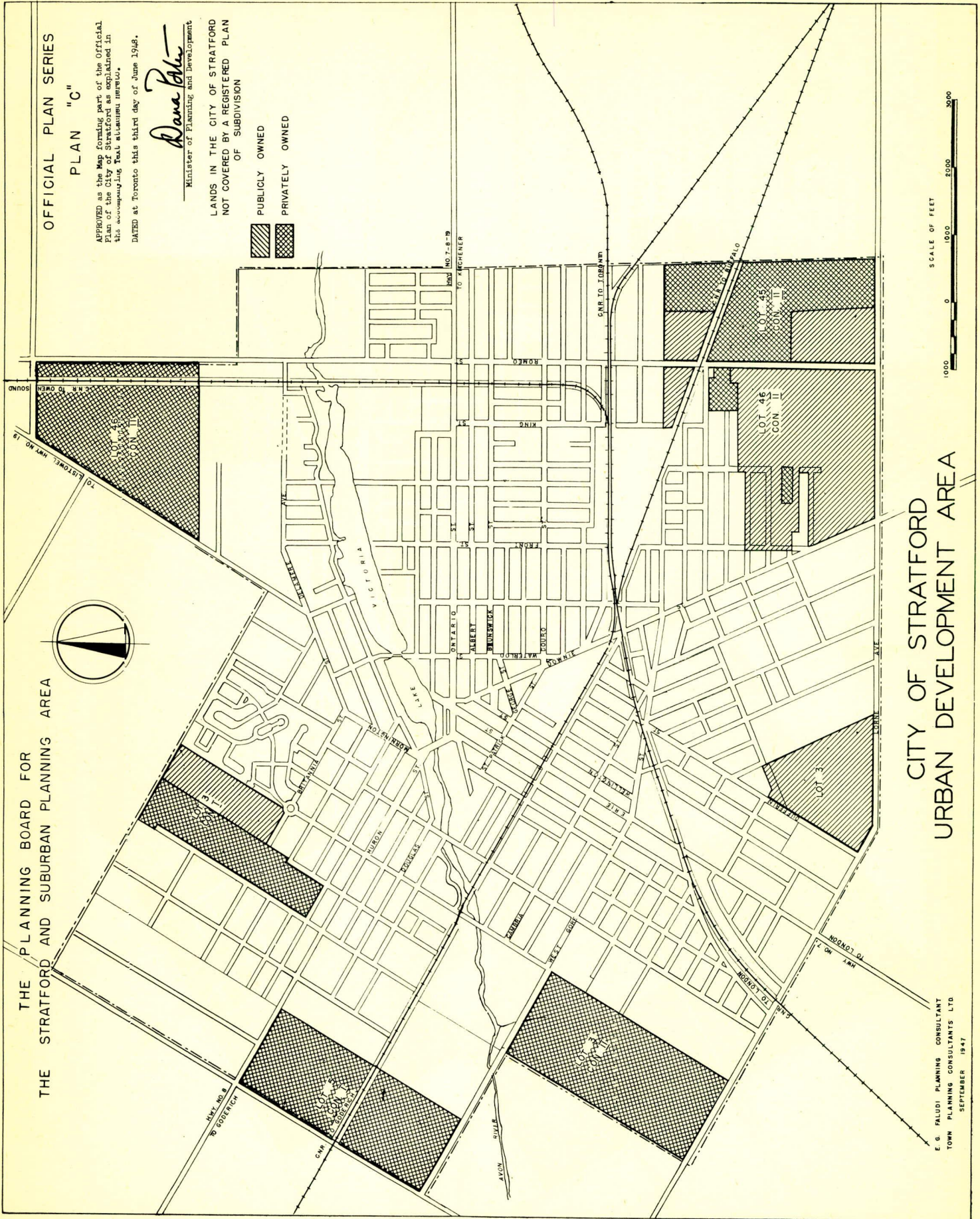
OFFICIAL PLAN SERIES
PLAN "C"

APPROVED as the Map forming part of the Official
Plan of the City of Stratford as explained in
the accompanying Text statement hereto.
DATED at Toronto this third day of June 1948.

Dana Patte
Minister of Planning and Development

LANDS IN THE CITY OF STRATFORD
NOT COVERED BY A REGISTERED PLAN
OF SUBDIVISION

 PUBLICLY OWNED
 PRIVATELY OWNED



CITY OF STRATFORD
URBAN DEVELOPMENT AREA

E. G. FALUDI PLANNING CONSULTANT
TOWN PLANNING CONSULTANTS LTD.
SEPTEMBER 1947

THE PLANNING BOARD FOR
THE STRATFORD AND SUBURBAN PLANNING AREA

OFFICIAL PLAN SERIES
PLAN "D"

APPROVED as the Map forming part of the Official Plan of the City of Stratford as explained in the accompanying Text attached hereto.

DATED at Toronto this third day of June 1948.

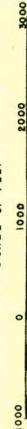
Dave Pat
Minister of Planning and Development

USES

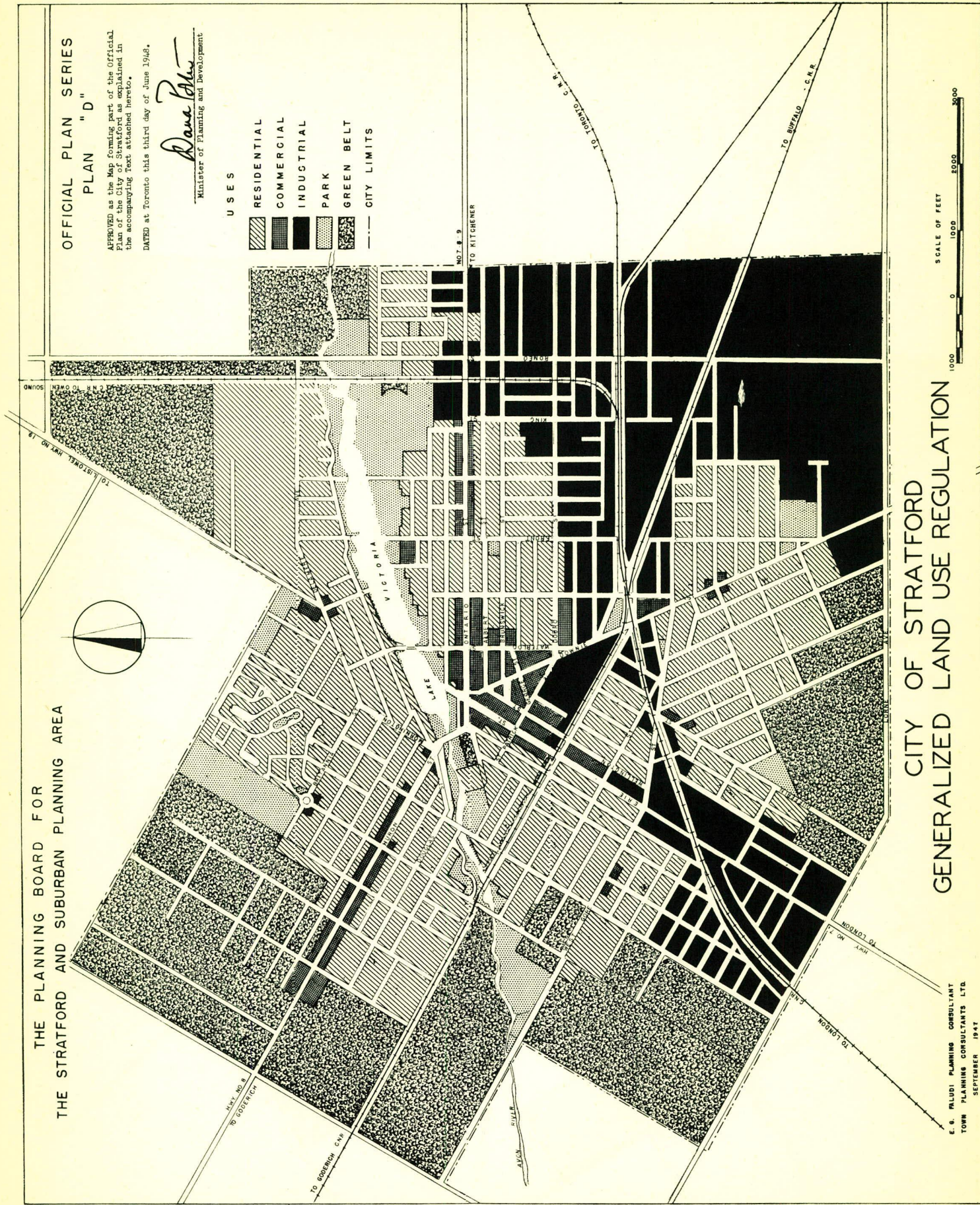
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PARK
- GREEN BELT
- CITY LIMITS

CITY OF STRATFORD
GENERALIZED LAND USE REGULATION

SCALE OF FEET



E. G. PALUDI PLANNING CONSULTANT
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SEPTEMBER 1947



THE PLANNING BOARD FOR
THE STRATFORD AND SUBURBAN PLANNING AREA

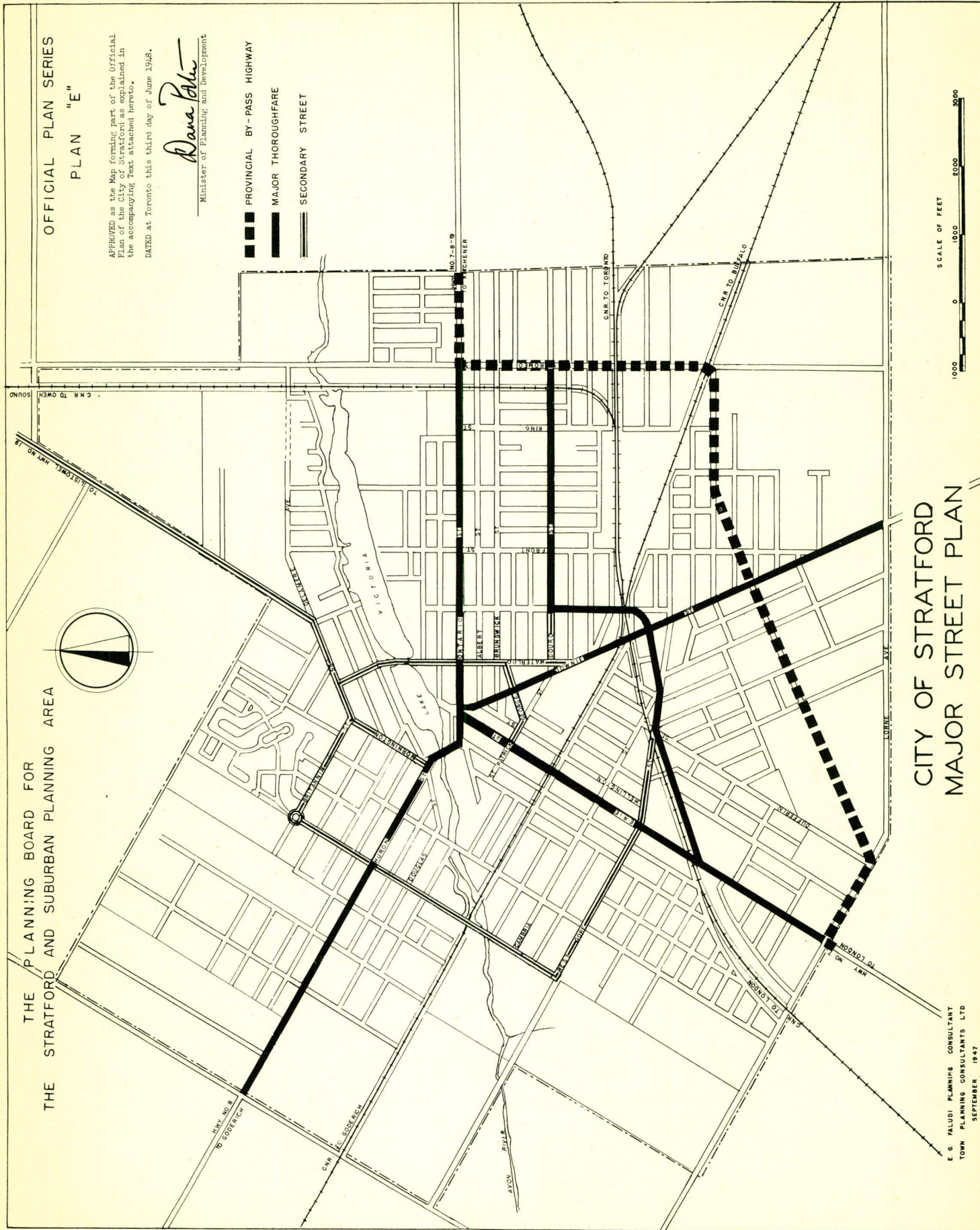
OFFICIAL PLAN SERIES
PLAN "E"

APPROVED as the Map forming part of the Official Plan of the City of Stratford as explained in the accompanying Text attached hereto.

DATED at Toronto this third day of June 1948.

Dana Polku
Minister of Planning and Development

- ■ ■ PROVINCIAL BY-PASS HIGHWAY
- MAJOR THOROUGHFARE
- == SECONDARY STREET



CITY OF STRATFORD
MAJOR STREET PLAN

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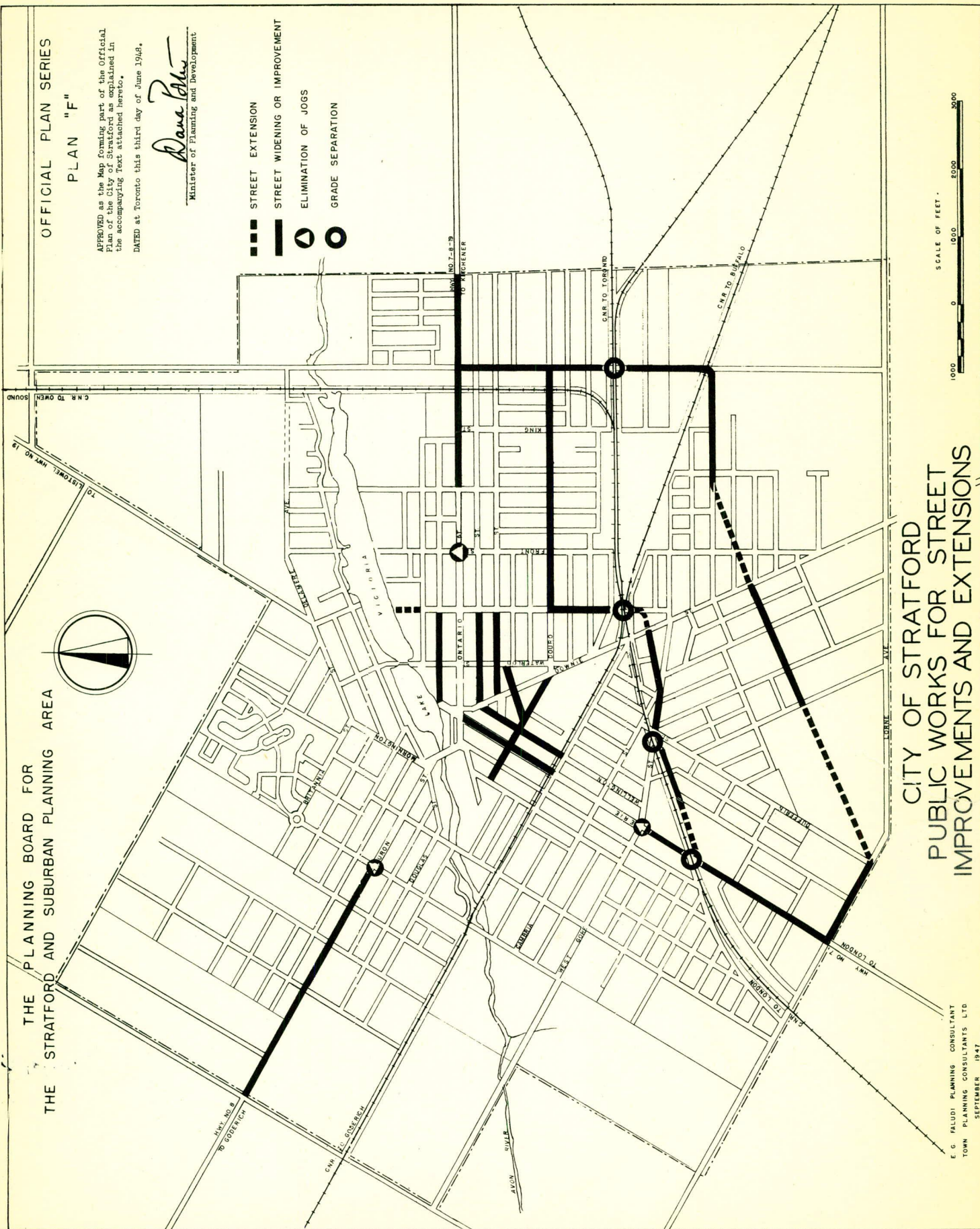
THE PLANNING BOARD FOR
THE STRATFORD AND SUBURBAN PLANNING AREA

OFFICIAL PLAN SERIES
PLAN "F"

APPROVED as the Map forming part of the Official
Plan of the City of Stratford as explained in
the accompanying Text attached hereto.
DATED at Toronto this third day of June 1948.

Rana P. H.
Minister of Planning and Development

- STREET EXTENSION
- STREET WIDENING OR IMPROVEMENT
- ELIMINATION OF JOGS
- GRADE SEPARATION



CITY OF STRATFORD
PUBLIC WORKS FOR STREET
IMPROVEMENTS AND EXTENSIONS

E. G. PELUDI PLANNING CONSULTANT
TOWN PLANNING CONSULTANTS LTD.
SEPTEMBER 1947

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